

NM 41/01

COAST PILOT 1 (Continued)

river, has a bascule span with a clearance of 55 feet. (See **117.1** ...

(CL 414/01; CL 1118/00; CL 1581/00; CL 561/98;
CL 1805/98; CL 513/94; NOS 13292) 41/01

COAST PILOT 2 30 Ed 1998 Change No. 35
LAST NM 27/01

Page 6—Paragraph 132, line 10; read:

signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgl_list.html).

(27/01 CG14) 41/01

Page 80—Paragraphs 1643 to 1644; read:

§164.01 Applicability.

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(CL 834/01; FR 5/2/01) 41/01

Page 80—Paragraph 1649, line 5; read:
anticipated conditions.

(c) Provisions of §§164.11(a)(2) and (c), 164.30 and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(CL 834/01; FR 5/2/01) 41/01

Page 158—Paragraph 181, lines 3 to 12; read:

of Gaspee Point through a dredged channel. The entrance channel leads westward to the cove, thence the channel turns northward and leads to a turning basin at the head of the cove. An anchorage basin extends southward from the entrance channel. The entrance channel is marked by lighted and unlighted buoys. A State regulatory buoy, at the junction of the entrance channel and the channel to the head, marks a **slow-no-wake zone**. In September 1998, the controlling depths were 3.6 feet (4.6 feet at midchannel) in the entrance channel, thence 0.9 foot at midchannel to the turning basin at the head of the cove with 1 to 4 feet in the basin; 4.1 to 4.3 feet was available in the anchorage basin southward of the ...

(BPs 173504-05; CL 303/01) 41/01

Page 163—Paragraph 274, lines 8 to 11; read:

October 1996, the controlling depths were 5.4 feet (6.0 feet at midchannel) in the dredged channel to the anchorage basin at the head of the cove, except for a 4.2-foot shoal spot in the left outside quarter of the channel near Buoy 5. The anchorage basin, 0.5 mile above the entrance had depths of 5 to 6 feet and the two anchorage basins 0.7 mile above the entrance had a depth of 6 feet. The anchorage basin at the head of the cove had depths of 3.6 to 5.8 feet. A

shoal, bare at low water, extends about 150 yards westward from the west side of the channel, between Buoys 3 and 7, to the southeast end of Horse Neck. The ...

(BPs 173989-91; CL 736/01) 41/01

Page 169—Paragraph 104, lines 6 to 10; read:

marks the approach to the harbor. In February-April 2001, the controlling depths in the channel were 12 feet to the boat basin northwestward of Star Island, thence 11 feet (12 feet at midchannel) to the yacht basin east of Star Island; the boat basin had a depth of 10 feet with shoaling to 8 feet along the southwest edge. The channel is marked by private seasonal buoys.

(CL 1380/01; BP 175039) 41/01

Page 177—Paragraph 273, lines 2 to 10; read:

Point, is the approach to the towns of Noank and Mystic. A dredged channel leads from Fishers Island Sound through Mystic Harbor and into Mystic River to Mystic Seaport Museum Wharf, about 0.6 mile above the bascule bridge. An anchorage basin is on the east side of the river opposite Willow Point. In 1998, the controlling depths were 8.3 feet (9.6 feet at midchannel) to the head of the project; the anchorage basin had depths of 5.9 to 8 feet with lesser depths along the east edge.

(CL 1084/01; BPs 174544-49;
CEM-New England/88) 41/01

COAST PILOT 3 34 Ed 1999 Change No. 18
LAST NM 33/01

Page 6—Paragraph 133, line 10; read:

signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgl_list.html).

(27/01 CG14) 41/01

Page 75—Paragraphs 1421 to 1422; read:

§164.01 Applicability.

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(CL 834/01; FR 5/2/01) 41/01

Page 75—Paragraph 1427, line 5; read:
anticipated conditions.

(c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(CL 834/01; FR 5/2/01) 41/01

COAST PILOT 4 33 Ed 2001 Change No. 5
LAST NM 39/01

Page 236—Paragraph 129, line 18; read:
 Lighted Whistle Buoy C (32°39'19"N., 79°40'21"W.) is
 about 10 ...
 (12/01 CG7) 41/01

Page 259—Paragraph 54, line 4; read:
 depth on the bar was 15 feet. In May 2001, a changeable area
 with shoaling to 4 feet was reported in about 31°32'25.2"N.,
 81°07'56.5"W. A comparison of the surveys made ...
 (CL 832/01; 21/01 CG7) 41/01

Page 326—Paragraph 168, line 5; read:
 channels 13 and 16. In June 2001, a replacement bridge was
 under construction, adjacent to the existing swing span. The
 overhead power cable at the bridge has a ...
 (22/01 CG7) 41/01

Page 331—Paragraph 253, lines 2 to 4; read:
 crossing the Tolomato River at **Mile 775.8** has a fixed span
 with a clearance of 65 feet. The...
 (CL 423/00) 41/01

Page 339—Paragraph 424, lines 9 to 12; read:
 twin highway bridges have fixed spans with a clearance of 55
 feet.
 (CL 149/01) 41/01

Page 357—Paragraph 345, line 2; read:
 80°36'W.)
 WWF-69, Fort Pierce, Fla. 162.425 MHz (27°30'N.,
 80°20'W.)
 (BP 171946; NOS 11475) 41/01

Page 358—Paragraph 349, line 1; read:
 WWG-80, Teatable Key, Fla. 162.45 MHz (24°53'N.,
 80°39'W.)
 WXJ-95, Sugarloaf Key, Fla. 162.40 MHz (25°39'N., ...
 (BP 171946; NOS 11449; NOS 11442) 41/01

COAST PILOT 6 31 Ed 2001 Change No. 6
LAST NM 37/01

Page 135—Paragraph 93, line 6; read:
 September 2000, the controlling depth was 6.0 feet in the

dredged ...
 (BP 173492) 41/01

Page 137—Paragraph 125, lines 3 to 4; read:
 pier extends laterally E to enclose the bay. In October 2000,
 the controlling depth was 7.1 feet. The outer ends of the ...
 (BP 173400) 41/01

Page 184—Paragraph 465, lines 1 to 4; read:
 In March 2001, the controlling depths were 5.5 feet in the
 W approach and 8.9 feet (9.9 feet at midchannel) in the E
 approach to the mouth of the river, thence 6.3 feet (10.1 feet
 at midchannel) to the entrance of Ontario Lagoon, thence 5.2
 feet in the left half and 3.3 feet in the right half of the chan-
 nel to the ...
 (BP 174206) 41/01

COAST PILOT 8 23 Ed 1999 Change No. 9
LAST NM 26/01

Page 6—Paragraph 132, line 10; read:
 signals, and electronic aids. Light List corrections may be
 obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgl_list.html).
 (27/01 CG14) 41/01

Page 52—Paragraphs 559 to 560; read:
§164.01 Applicability.
 (a) This part (except as specifically limited by this sec-
 tion) applies to each self-propelled vessel of 1600 or more
 gross tons (except as provided in paragraph (c) of this sec-
 tion, or for foreign vessels described in §164.02) when it is
 operating in the navigable waters of the United States except
 the St. Lawrence Seaway.
 (CL 834/01; FR 5/2/01) 41/01

Page 53—Paragraph 565, line 5; read:
 under anticipated conditions.
 (c) Provisions of §§164.11(a)(2) and (c), 164.30, and
 164.33 do not apply to warships or other vessels owned,
 leased, or operated by the United States Government and
 used only in government non commercial service when these
 vessels are equipped with electronic navigation systems that
 have met the applicable agency regulations regarding naviga-
 tion safety.
 (CL 834/01; FR 5/2/01) 41/01

WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 21/01

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS			CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE								
48356	MINA AZ ZAWR	KU	2844N	04824E	172	62515 *	V	OR F		Y	N	N	Y	F	F	F	08	L	Y	
														*	*	*				41/01

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE ETA MESSAGE	PILOTAGE			TUGS SALVAGE TUGS ASSIST	QUARANTINE		COMMUNICATIONS				LOAD/ OFFLOAD				MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	CRANES		LIFTS			SERVICES			SUPPLIES				REPAIR DRYDOCK RAILWAY
		COMPULSORY AVAILABLE	LOCAL ASSIST ADVISABLE			PRATIQUE DERATT CERT OTHER	TELEPHONE TELEGRAPH	RADIO RADIO TEL AIR RAIL	WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR					FIXED MOBILE FLOATING			100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS		LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR		PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE								
48356	Y N Y	Y Y *	Y		N Y *	Y Y *		Y Y Y				Y *		Y	N									Y N Y N N		D *			
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EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS			CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE								
48357	ASH SHUAYBAH	KU	2902N	04808E	172	62432 *	S	OR F		Y	N	N	Y	K	D	J	G	L	Y	Y
																				41/01

PUB 150 (Continued)

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE		QUARANTINE		COMMUNICATIONS				LOAD/ OFFLOAD		MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES		LIFTS				SERVICES			SUPPLIES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
				COMPULSORY	AVAILABLE	LOCAL ASSIST	ADV/SABLE	TUGS SALVAGE	TUGS ASSIST	PRATIQUE	DERATT CERT	OTHER	TELEPHONE					TELEGRAPH	RADIO	RADIO TEL	AIR	RAIL	WHARVES	ANCHOR	MED MOOR	BEACH MOOR	ICE MOOR	100 TONS PLUS	50 - 100 TONS	25 - 49 TONS	0 - 24 TONS	LONGSHORE	ELECT	STEAM	NAVIG EQUIP	ELECT REPAIR	PROVISIONS	WATER	FUEL OIL	DIESEL OIL	DECK	ENGINE	REPAIR	DRYDOCK	RAILWAY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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